An Exelon Company

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December 20, 2019

Ms. Brinda Westbrook-Sedgwick
Commission Secretary
Public Service Commission
of the District of Columbia
1325 G Street, N.W.
Suite 800
Washington, DC 20005

Re: Formal Case Nos. 1130 & 1155

Dear Ms. Westbrook-Sedgwick:

Potomac Electric Power Company, along with its stakeholders, met on December 9, 2019. Enclosed are the Minutes for the December 9, 2019, Transportation Electrification Working Group Meeting, attendance sheet and power point presentation of issues discussed at the meeting.

Please feel free to contact me if you have any questions regarding this matter.

Sincerely,

Dennis P. Jamouneau

Enclosures

cc: All Parties of Record

Transportation Electrification Program Working Group

December 09, 2019

Meeting commenced: 1:10pm

Attendees:
Apartment Office and Building Association (AOBA), DC Department of Transportation (DDOT), DC Office of People's Counsel (OPC), DC Department of Energy & Environment (DOEE), DC PSC Staff, Department of For-Hire Vehicles (DFHV), AECOM , Atlas Public Policy, Crown Castle, Greenlots, LVL2 Charging, Plug In America, Sierra Club, Siemens, Exelon/Pepco Holdings LLC (PHI)

Presented by *Michael Tietjen (DFHV), Jen Grisham (PHI) and Robert Stewart (PHI)*
Meeting Topic – Taxi/Rideshare and Residential Rebates.
Context: Offering 10 / Installation ten Smart Level 2 EVSE and two DCFC dedicated to Rideshare/ Tariff Updates / Approved by Commission; Continued collaboration with DFHV and other participating entities.

- **Slide 2-3 – Offering 10 – Taxi/Rideshare Charging**
  - Pepco began the meeting by describing our Taxi/Rideshare Charging Offering 10, which was approved by the Commission. Pepco noted that Uber and Lyft were unable to attend the meeting, but they are interested in participating in this program and collaborative meetings to determine optimal site selections. Staff indicated an interest in knowing potential sites for charger deployment for its report to the PSC. While high level discussions have occurred, today's working group meeting was the first formal collaboration on this offer. DHFV indicated an interest in timing the site selection process with the DOEE Thermal Decarbonization Study to be finalized at the end of 2020. The relevant stakeholders will continue to collaborate on this offer and update the Commission periodically on progress through its required reporting.

  - Pepco recommends that any service that includes the chargers installed under this program continue to be served under an existing commercial tariff until experience and best practices dictate that other tariff options may be more suitable. In October, Pepco submitted an update to its Terms & Conditions for Furnishing Electric Service in support of make-ready work.

- **Slide 5 – Department For-Hire Vehicles**

  - The Department For-Hire Vehicles (DFHV), an agency that provides regulation for taxis, limousines and Transportation Network Companies (TNC) that provide app-based rides, gave a presentation about taxis, with an emphasis on electric taxis. Approximately 125,000 trips by taxis are taken on a weekly basis with the peak time during lunch hours. Most trips are in the downtown corridor (primarily Massachusetts Ave., Louisiana Ave., Union Station and Dupont Circle) during the day from Monday through Friday. EV taxi trips average about 2.5 miles vs. 3 miles for non-EV taxis. Most EV taxi drivers report not having home charging stations and look to charge in the District or the corridors along their route to and from work. Roughly 40-45% of all taxi drivers commute from VA; DC makes up another 25%, and the remainder come from MD.

  - TNCs, collectively average 5-6 million rides annually. Under the CleanEnergy DC Omnibus Amendment Act of 2018, TCNs are required to prepare an electrification. EV taxis average 300-400 rides per month.

  - The DC Govt. had initiatives to promote EV taxis in 2016, and at peak there were 130-140 EV taxis operating, but now there are only 50 EV taxis operating. There are currently about 150 combined plug-in hybrid and EV taxis. When surveyed, EV taxi drivers' primary concerns were with the

range and charging station accessibility. Other concerns identified by DFHV surround the garage charging stations, where the customer would have to pay the parking garage fee along with the fee to charge. There are 2 DCFC charging stations at Union Station and 1 on Benning Rd. exclusively used by EV taxis. By 2030, 50% of taxis and limousine service vehicles are required to be low or zero emission vehicles.

- Less than a quarter of the taxi drivers operating in the District actually live in the District.

- DFHV highly recommends that the type of charging (s stations included in the offering be changed to focus on DCFC instead of Level 2 chargers *(DOEE notes)*. This change is desirable because it would more likely result in increased utilization by taxi drivers. PSC Staff noted such a request would be useful for reporting to the Commission.

    - [Greenlots] Was the intent of this offering to provide charging stations for taxis only or for everyone?
        - *Pepco - Based on previous conversations, this is for taxis/rideshare only*.
    - [DC PSC] Are there any requirements or factors for siting fast chargers?
        - *(DFHV) recommends that the chargers be sited in "clusters" (i.e., 2 sites of 6 chargers or 3 sites of 4 chargers). Additionally, DFHV recommends that chargers be sited in locations that are accessible by taxi drivers without paying additional parking fees (OPC notes).*

    - How many rides do EV taxis make per day and how full are the vehicles?
        - *DFHV – Per EV vehicle, trip counts range here from 300-400 trips per month for the busiest vehicles and some vehicles are utilized infrequently.*
        - *DFHV would need additional time to review its data to see if it can determine how "full" vehicles are, on average, during rides.*

    - [DC PSC] Have you received any complaints from customers about not being able to locate charging stations?
        - *DFHV - Yes.*

    - [Greenlots] Any available data to show the increase in TNCs and decline in taxis?

    - [DC OPC] Raised an equity concern related t the idea that chargers subsidized by DC ratepayers would be used by a majority of drivers living in Virginia and Maryland.

- **Slide 4 – Offering 4 – Rebates for Residential Level II EVSE (Rob Stewart)**
    - Pepco discussed the proposed residential rebate for L2 chargers and the need for them to be smart chargers instead of "dumb" chargers. The cost of a Smart Charger in Pepco's MD program ranges from $600- $1,000 from a utility sponsored provider whereas other chargers, which are not "smart," can cost $300-$400 from Amazon and other retailers. Smart chargers are needed for the utility to collect data on how the charger is being utilized, gauge trends in demand, and for the possibility of managed charging (at a later date) if needed to lessen the load on the transformer. Data collected would be shared among the working group through annual reports.

        - [DOEE] What more can be done with the EV pilot program? The DOEE observed that the learning objectives from Offering 4 are limited to residential charging behavior in the absence of time varying rates of managed charging signals. DOEE noted that a more compelling learning objective might utilize an experimental design to compare charging behavior of residential customers under flat rates vs. the approved Whole Home EV TOU Rate ("R-PIV") *(OPC Notes).* The DOEE recommends expanding the "learnings" objectives

mentioned by Pepco by incorporating Time of Use (TOU) rates. Potentially, the 500 customers receiving rebates could be divided into two test cells. The first group would be placed on a R-PIV rate, and the second on a flat rate.

- *Yes, it can be done but would be determined in the future as data is collected*.

[DOEE] Will make available an electrification road map before the end of the year.
[DOEE] Believes that Pepco has not adequately established that Offering 4 has merits and therefore DOEE cannot support Offering 4. Pepco has had two opportunities to establish the merits of Offering 4 – first through its initial TE Plan filing, and second through the TEWG process. The PSC in Order No. 19898 found that Pepco had not demonstrated that this Offering was in the public interest. Through the TEWG process, Pepco has again failed to present a robust or compelling case for the merits of Offering 4. Therefore, DOEE urges the PSC to reject this offering. Further discussion of program design or implementation strategy is rendered moot because the threshold issue of merit has not been met.

- Does Pepco have the ability to collect hourly data?
  - *If we know who our customers are, then we can collect data. However, it will be more difficult to collect because hourly data collected on AMI premise meters may not be granular enough to capture all charging data events.* Pepco's offering, with "smart" chargers, would allow us to collect data specific to the customer.
  - *[DOEE] DOEE remains concerned about the potential impacts of EV charging on the distribution system and encourages Pepco to explore pilots and program offerings that incentivize EV charging behavior that reduces adverse impact to the distribution system. This could be accomplished through dynamic pricing, including time of use pricing (TOU), that creates price signals to encourage EV owners to charge during off-peak periods. It could also be accomplished through demand response (DR) programs, including managed charging that throttle EV charging when there are distribution constraints. Enabling technologies, which may include on-vehicle telematics or behavioral messaging, could further enhance the effectiveness and participation rates for dynamic pricing and DR programs. Pepco should leverage the approved Whole House Time-of-Use Rate (Schedule "R-PIV") and/or future dynamic pricing rate designs to direct charging behavior. DOEE notes that the CleanEnergy DC Omnibus Amendment Act of 2018 allows Pepco to propose DR programs, and DOEE encourages Pepco to explore managed charging pilots as part of its portfolio of DR offerings.*

- Can Demand Response work for Level 2?
  - *Pepco would prefer to see that chargers are turned down and not turned off During times of capacity needs. This would reduce the load of a Level2 charger to that of a level 1 charger. Customers should have the ability to opt out.*

- [DOEE] Can a District resident opt-in the program and apply for rebates/ incentives if the resident already has a charger installed?
  - *Pepco responded that an agreement would be put in place similar to the one in Maryland to ensure participation so as to help achieve the goals of the program.*

- *In the future, customers with eligible chargers could participate in other aspects of the program (to be determined in the future) but remain ineligible for the rebate.*

- [DC OPC] How are we ensuring that customers are receiving the rebate? Should there be a contract signed for new EV installation?
  - *MD has a "Terms and Conditions" section in the Tariff that specifies that the customer will sign a contract.*
  - *Part of the contract will require utilization of the charger for a specified time period.*

- [DC OPC] If the offering is approved by the Commission, OPC would like to see that the chargers are spread out and not clustered in one ward.
  - *Education and Outreach can be used to make sure customers in all wards are aware of this offering.*

Next Meeting – January 14, 2019 @ 1 pm
Topic – Offering 4 – Stakeholder Feedback
Provide written feedback on Offer 4 for final stakeholder report by 9 am Friday, December 13.

☐ Suggested guidance
☐ What is your organization's current position on Offering 4?
☐ What modifications would your organization suggest for Offering 4?
☐ If Offering 4 were approved, what is the appropriate dollar amount?
☐ If Offering 4 were approved, what is the appropriate number of rebates?
☐ Describe any additional alternatives your organization has to promote residential charging to support the District's clean energy goals.

☐ What is your organization's current position on Offering 4?

[ChargePoint] *ChargePoint supports offering 4 as originally proposed and continues to believe it is a vital element of any utility EV charging program*

[Sierra Club] *Sierra Club is strongly supportive of utility efforts to manage EV load to maximize ratepayer benefits of the integration of higher levels of EVs. To this end, the Sierra Club supports incentives that will enable EV drivers who charge at home to receive and respond to time-of-use price signals and participate in utility load management and demand response programs.*

[DOEE] *DOEE believes that Pepco has not adequately established that Offering 4 has merits and therefore DOEE cannot support Offering 4. Pepco has had two opportunities to establish the merits of Offering 4 – first through its initial TE Plan filing, and second through the TEWG process. The PSC in Order No. 19898 found that Pepco had not demonstrated that this Offering was in the public interest. Through the TEWG process, Pepco has again failed to present a robust or compelling case for the merits of Offering 4. Therefore, DOEE urges the PSC to reject this offering. Further discussion of program design or implementation strategy is rendered moot because the threshold issue of merit has not been met.*

[OPC] *The Office of the People's Counsel ("OPC") stands by its previous stated opinion of opposition regarding Pepco's proposed Transportation Electrification Offering 4 – Fixed Rebates for Residential Customers Installing Smart Level 2 Chargers ("Offering 4") for inclusion in the final report to the of the Transportation Electrification Working Group ("TEWG") to the Public Service Commission of the*

District of Columbia ("PSC"). OPC stands by its original position that Offering 4 lacks merits and should be rejected by the Commission as an unjust and unreasonable use of ratepayer funds.

☐ What modifications would your organization suggest for Offering 4?

[ChargePoint] *ChargePoint concurs with the Company that a minimum eligibility for qualifying equipment should require "smart chargers" as they are needed for the Utility to collect data on how the charger is being utilized, gauge trends in demand, and for the possibility of managed charging (at a later date) if needed to lessen the load on the transformer. ChargePoint recommends following a similar approach as in the Maryland programs with the customer being able to choose from multiple qualifying residential L2 stations and charging networks. We also encourage strong cybersecurity qualification criteria to protect the participant and the utility (e.g. encryption, SOC 2 Type II reports, compliance with GDPR/CCPA, etc.) and Energy Star certification to encourage energy efficiency.*

[Sierra Club] *To ensure that all ratepayers receive the maximum benefit of the program, we recommend several conditions on approval of the program and on participation in the program. First, recipients of the rebate should agree to participate in future time-of-use rates and/or load management programs that are enabled by the smart, networked chargers. Second, Pepco should be required, by a specific date, to propose load management programs for recipients of the rebates. These proposed programs should take the form of EV-only time-of-use rates and/or more active utility load management programs. Third, Pepco should be required, by a specific date, to develop load management programs that utilize the communications capabilities in an increasing number of plug-in electric vehicle models, which avoid the need for installing expensive smart, networked Level 2 chargers to achieve the same load management ends. Pepco should allow any EV owner whose vehicle or charger has the necessary communications capability to participate in these load management programs.*

[DOEE] *DOEE encourages Pepco to explore pilots and program offerings that incentivize EV charging behavior that reduces adverse impact to the distribution system. This could be accomplished through dynamic pricing, including time of use pricing (TOU), that creates price signals to encourage EV owners to charge during off-peak periods. It could also be accomplished through demand response (DR) programs, including managed charging that throttle EV charging when there are distribution constraints. Enabling technologies, which may include on-vehicle telematics or behavioral messaging, could further enhance the effectiveness and participation rates for dynamic pricing and DR programs. Pepco should leverage the approved Whole House Time-of-Use Rate (Schedule "R-PIV") and/or future dynamic pricing rate designs to direct charging behavior. DOEE notes that the CleanEnergy DC Omnibus Amendment Act of 2018 allows Pepco to propose DR programs, and DOEE encourages Pepco to explore managed charging pilots as part of its portfolio of DR offerings.*

☐ If Offering 4 were approved, what is the appropriate dollar amount?

[ChargePoint] *ChargePoint supports the original proposal of $500 per qualifying device as this appears to be the average from other similar utility programs. To help ensure customer cost share and avoid unintended preference of certain models, the Company may wish to consider linking the rebate allowance to equal 50% of the combined installation and EVSE costs up to $500.*

[Sierra Club] *As EV penetration in the District increases, it will be increasingly important that EV drivers charging at home are doing so in a manner that minimizes adverse impacts to the grid. Consequently, it will be increasingly imperative that all EV drivers engaging in home charging receive time-of-use price signals and/or participate in EV load management programs to reduce impacts. Determinations regarding the sizing of this offering should be made with an eye to this longer-term necessity. As an initial pilot, the Sierra Club supports Pepco's proposed sizing ($250,000, based on*

500 rebates of $500). However, Sierra Club urges the Commission to conduct a reevaluation of the program after one year to assess Pepco's progress in moving forward with the load management strategies recommended in response to the prior question and the ongoing necessity and appropriateness of smart Level 2 rebates given the evolving capabilities of the EV fleet.

☐ If Offering 4 were approved, what is the appropriate number of rebates?
[ChargePoint] *ChargePoint supports the original proposal of up to 500 customers.*

[Sierra Club] *See response to prior question.*

☐ Describe any additional alternatives your organization has to promote residential charging to support the District's clean energy goals.
[ChargePoint] *No Additional Comment.*

[Sierra Club] *See prior responses.*

[DOEE] *DOEE remains concerned about the potential impacts of EV charging on the distribution system and encourages Pepco to explore pilots and program offerings that incentivize EV charging behavior that reduces adverse impact to the distribution system. This could be accomplished through dynamic pricing, including time of use pricing (TOU), that creates price signals to encourage EV owners to charge during off-peak periods. It could also be accomplished through demand response (DR) programs, including managed charging that throttle EV charging when there are distribution constraints. Enabling technologies, which may include on-vehicle telematics or behavioral messaging, could further enhance the effectiveness and participation rates for dynamic pricing and DR programs. Pepco should leverage the approved Whole House Time-of-Use Rate (Schedule "R-PIV") and/or future dynamic pricing rate designs to direct charging behavior. DOEE notes that the CleanEnergy DC Omnibus Amendment Act of 2018 allows Pepco to propose DR programs, and DOEE encourages Pepco to explore managed charging pilots as part of its portfolio of DR offerings.*

Any proposed pilots or programs for residential EV charge management should leverage existing EVSE incentives, including the 50% tax credit. Pepco should be required to report data on charging behavior in response to dynamic pricing or DR and share the data through regular reports to relevant District government agencies.

Pepco District of Columbia Transportation Electrification
Working Group Meeting
December 9, 2019

Attendees

	Name	Affiliation
1.	Jennifer Brisham	Pepco
2.	Devin Priest	Pepco
3.	Adrienne Morton-Henderson	DC OPC
4.	Grace Hu	DCPSC
5.	External Colonel	DCBA
6.	Jean Cray	Pepco
7.	Annie Grillo	Greenlots
8.	Josh Cohen	" "
9.	Matt Mercoglano	DC PSC
10.	Sean Casey	AECOM
11.	Michael Fiertz	DFHV
12.	Chris Watkins	DFHV
13.	Charles Davis	DFHV
14.	Roger Fujihara	DC PSC
15.	Nicole Lepre	Atlas Public Policy
16.	Alex Fisher	DC DOEE
17.	Kevin Carey	AOBA
18.	Josh Berman	Sierra Club
19.	Alex Logen	DCRB
20.	Emmanuel Tamajong	
21.	Lonell Wilson	Pepco
22.		
23.		
24.		
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28.		
29.		
30.		

Transportation Electrification Program Working Group

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Taxi/Rideshare Charging And Residential Rebates

December 9, 2019

Offering 10 – Taxi/Rideshare Charging

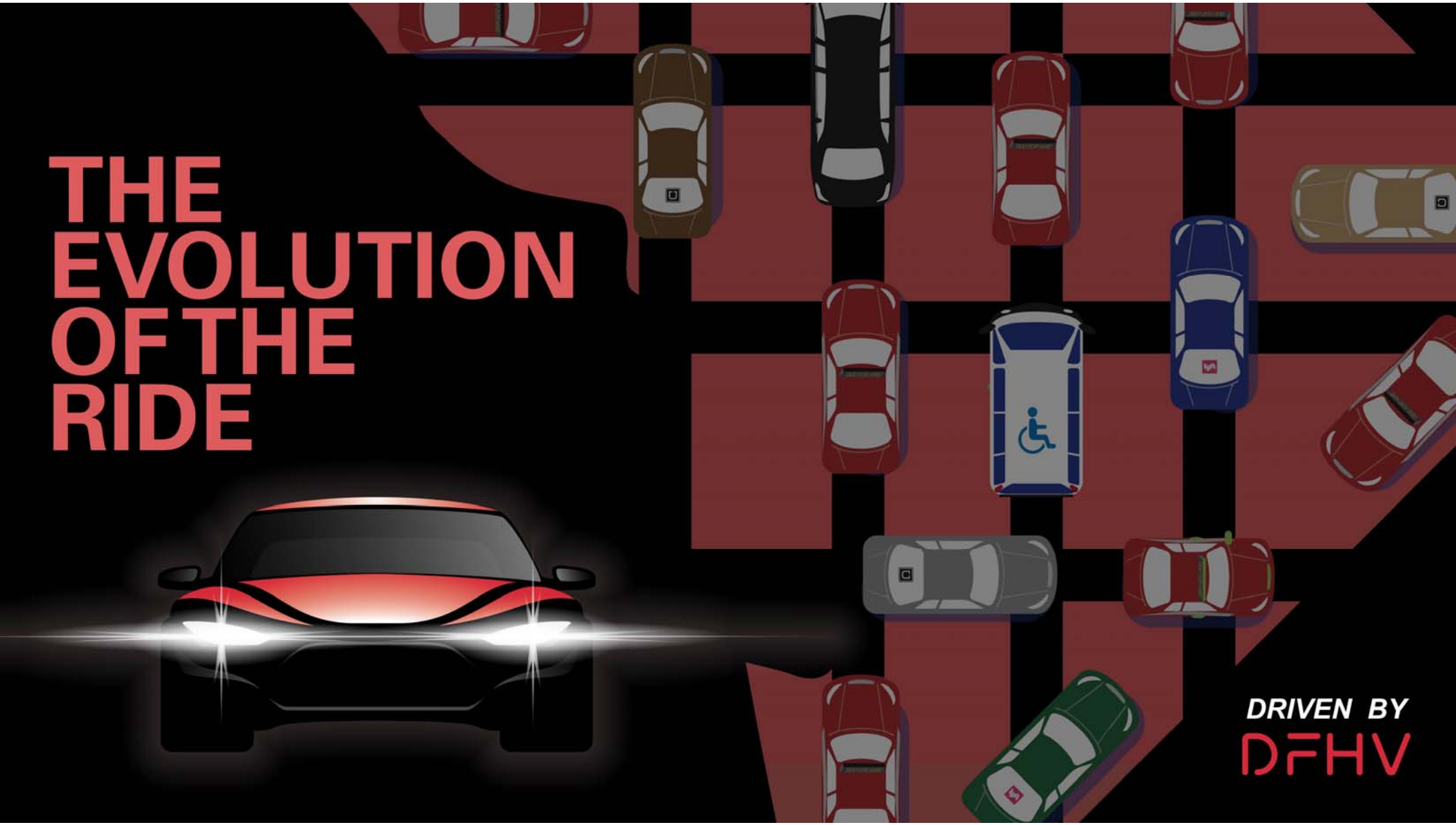
- Pepco approved to deploy make-ready infrastructure to support the installation of ten (10) Smart Level 2 EVSE and two (2) Level II chargers dedicated to taxi/rideshare services.
  - Update to tariff/Terms & Conditions
  - Collaboration on site selection

Offering 10 – Taxi/Rideshare

- Continued collaboration with Department for Hire and relevant stakeholders to determine siting locations and process for selecting/installing chargers

- Considerations for siting:
  - Optimizing utilization
  - Number of chargers in locations
  - Cost
  - Proximity to Pepco facilities
  - Engineering requirements
    - Load, feeder capacity

- Pepco recommends entities participating in Offering 10 operate under their existing rate schedules


THE
EVOLUTION
OF THE
RIDE
DRIVEN BY
DFHV

About The Department of For-Hire Vehicles

Mission

- The mission of the Department of For-Hire Vehicles (DFHV) is to protect the public interest by regulating the vehicle-for-hire industry to allow the citizens and visitors of the District of Columbia to have safe, affordable, and accessible transportation options.

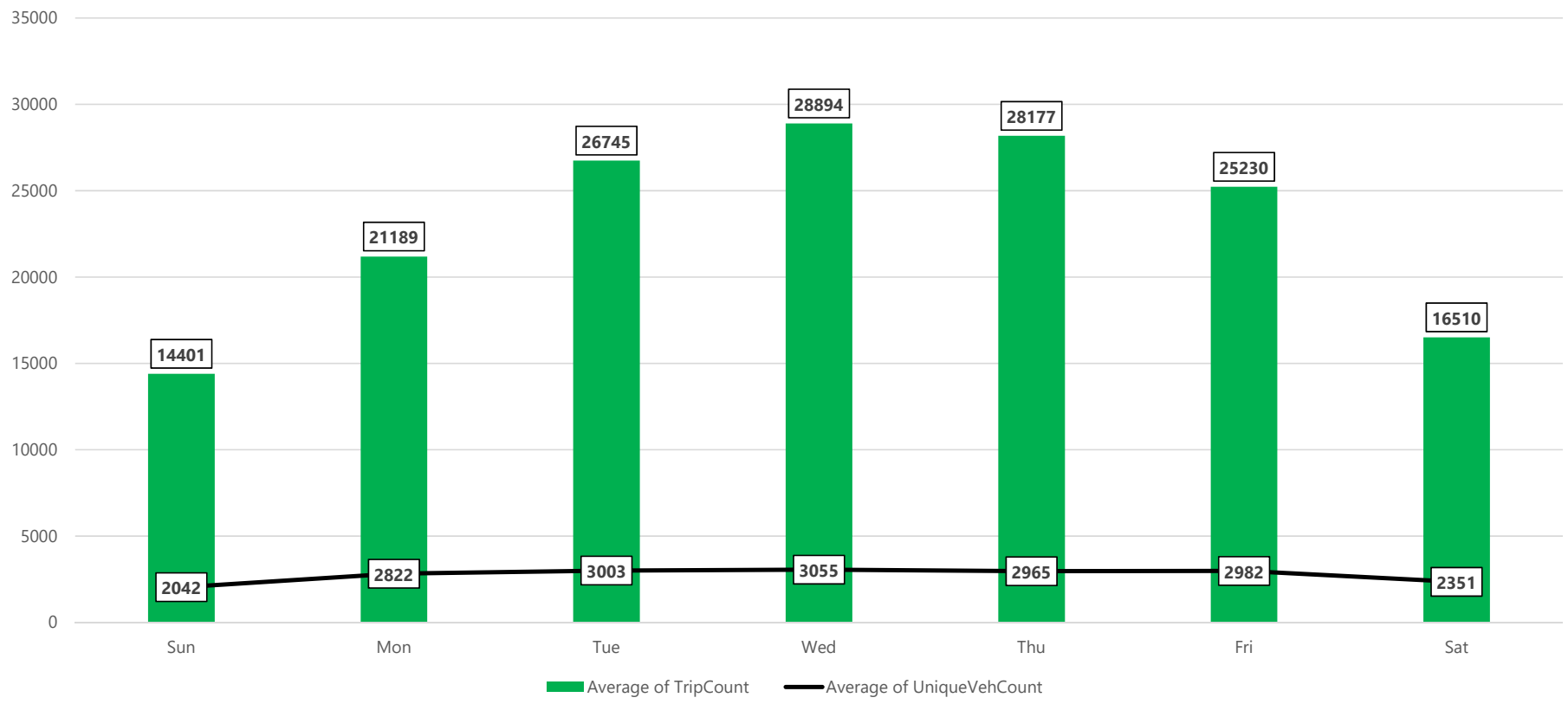
Strategic Objectives

- Ensure passengers have safe and excellent riding experiences.
- Ensure economic viability and expand economic opportunities for the vehicle-for-hire industry
- Create and maintain a highly efficient, transparent, and responsive District government.

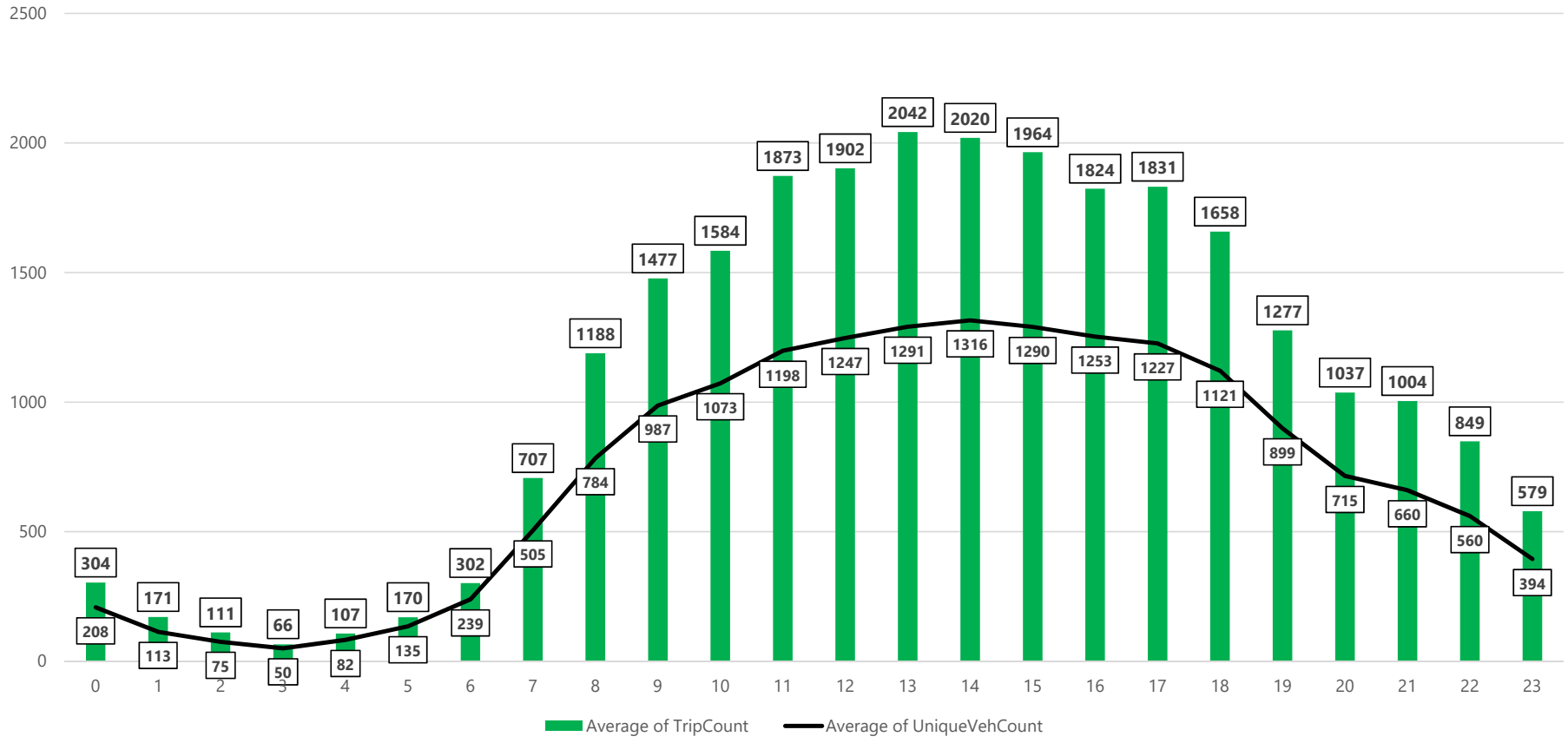
Key Activities

- 24/7 street enforcement
- Public complaints
- Lost and found
- Pilots and programs
- Technology Innovations
- Company registration and regulation
- Driver registration (Taxi and Limo)
- Vehicle Registration (Taxi and Limo)

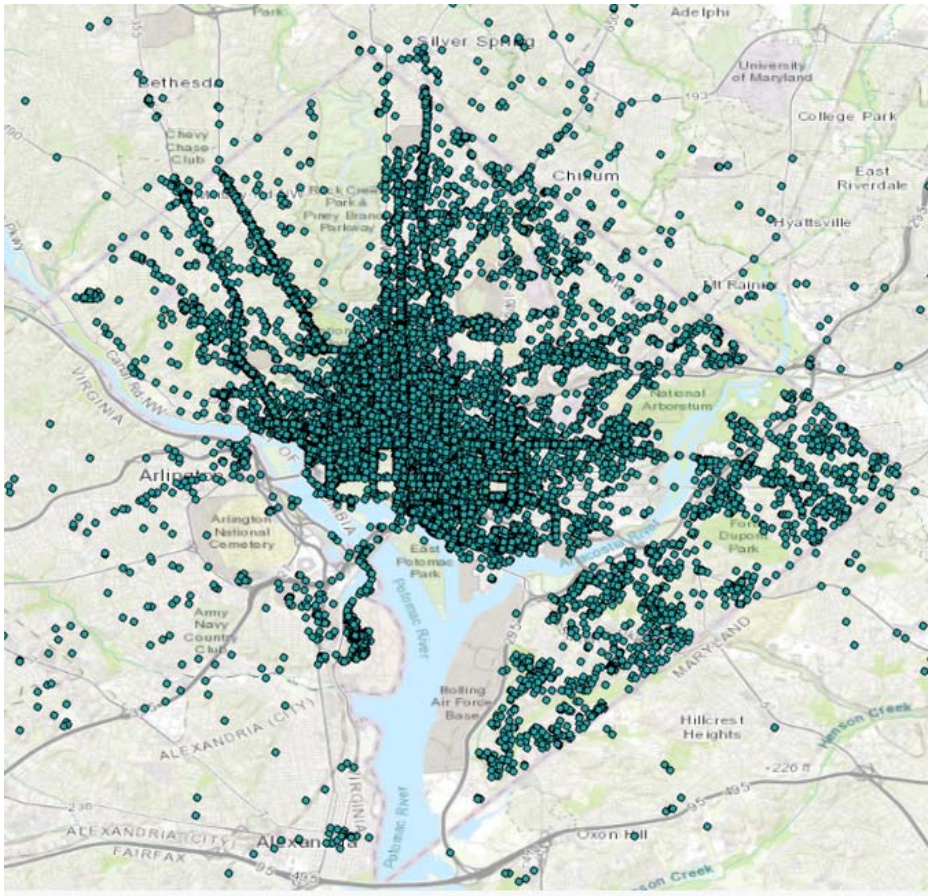
Taxi Overview (Average Trips and Vehicles Per Day)



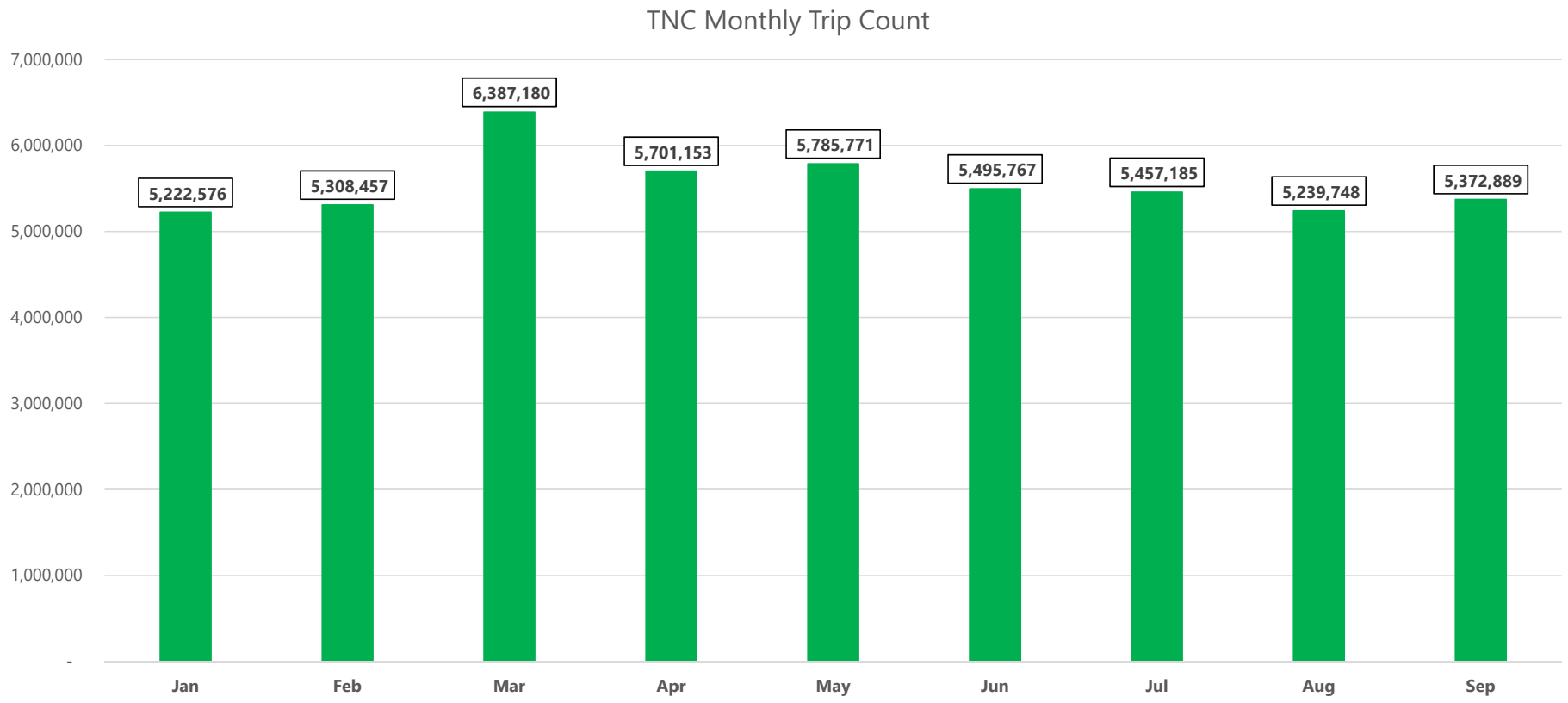
Taxi Overview (Average Trips and Vehicles Per Hour/Weekdays)



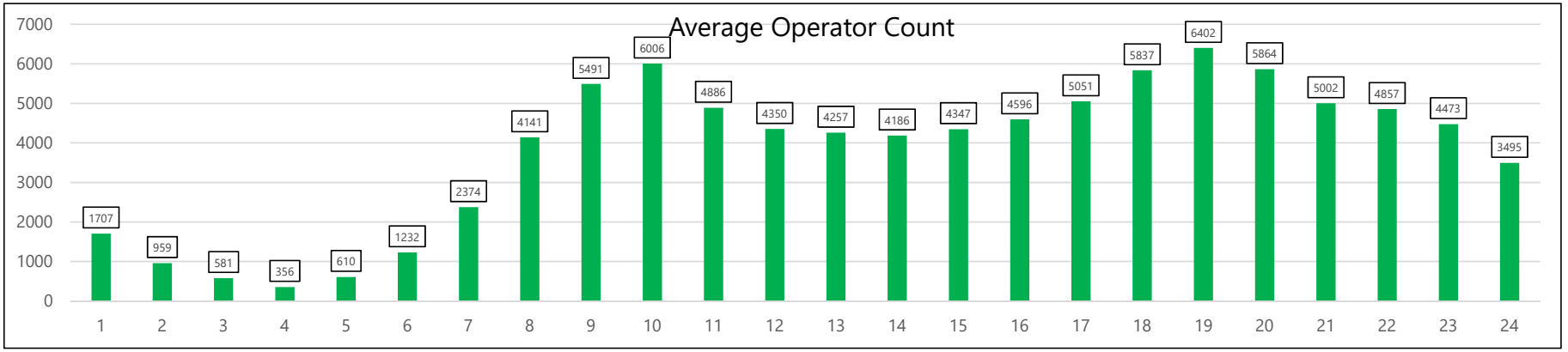
Taxi Overview (Trips Mapped 12/1-12/7)

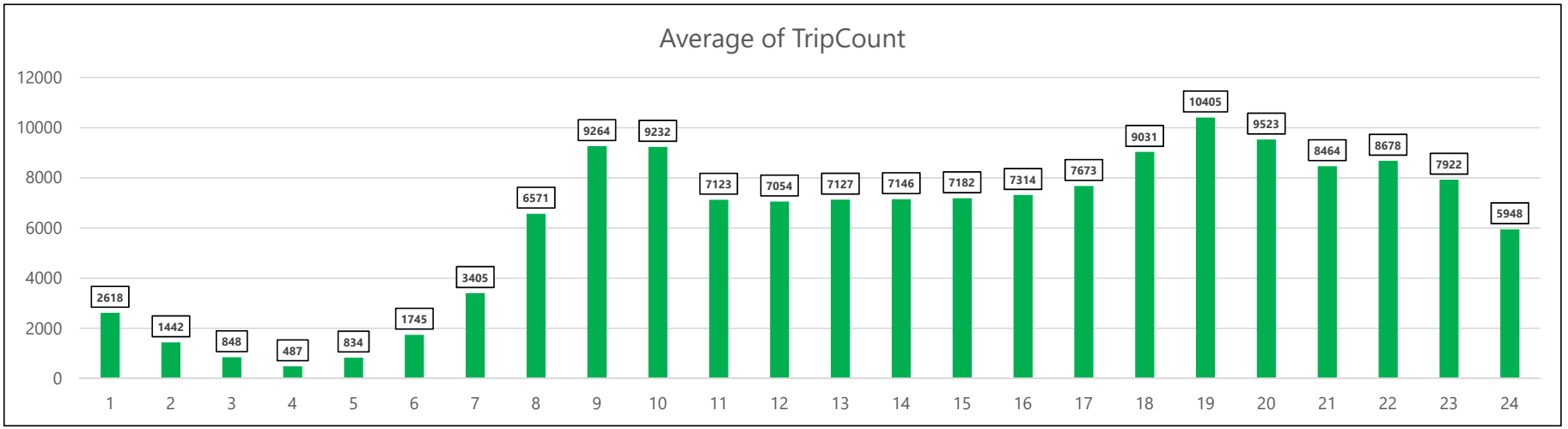


TNC Overview (Trips per Month)

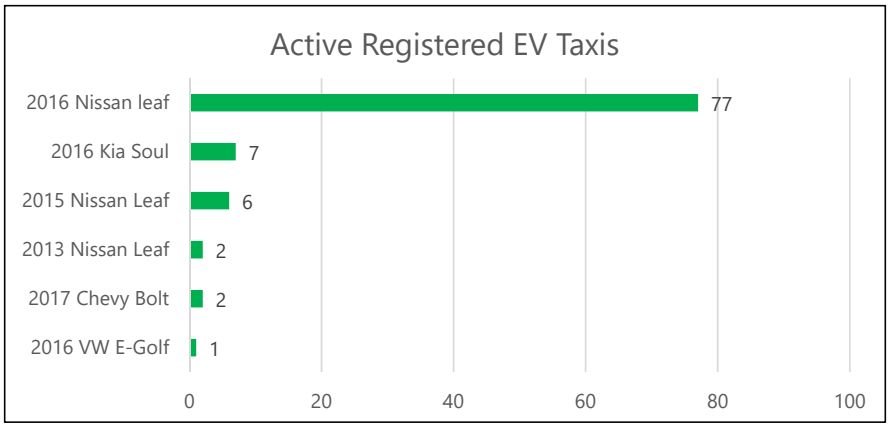


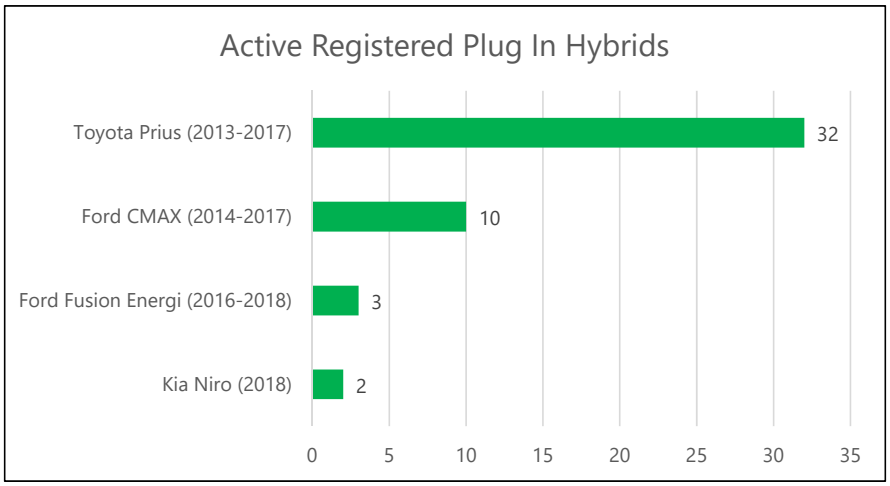
TNC Overview (Trips and Vehicles Per Hour)





Current EV Taxi Fleet





History of DFHV EV Taxi Initiatives

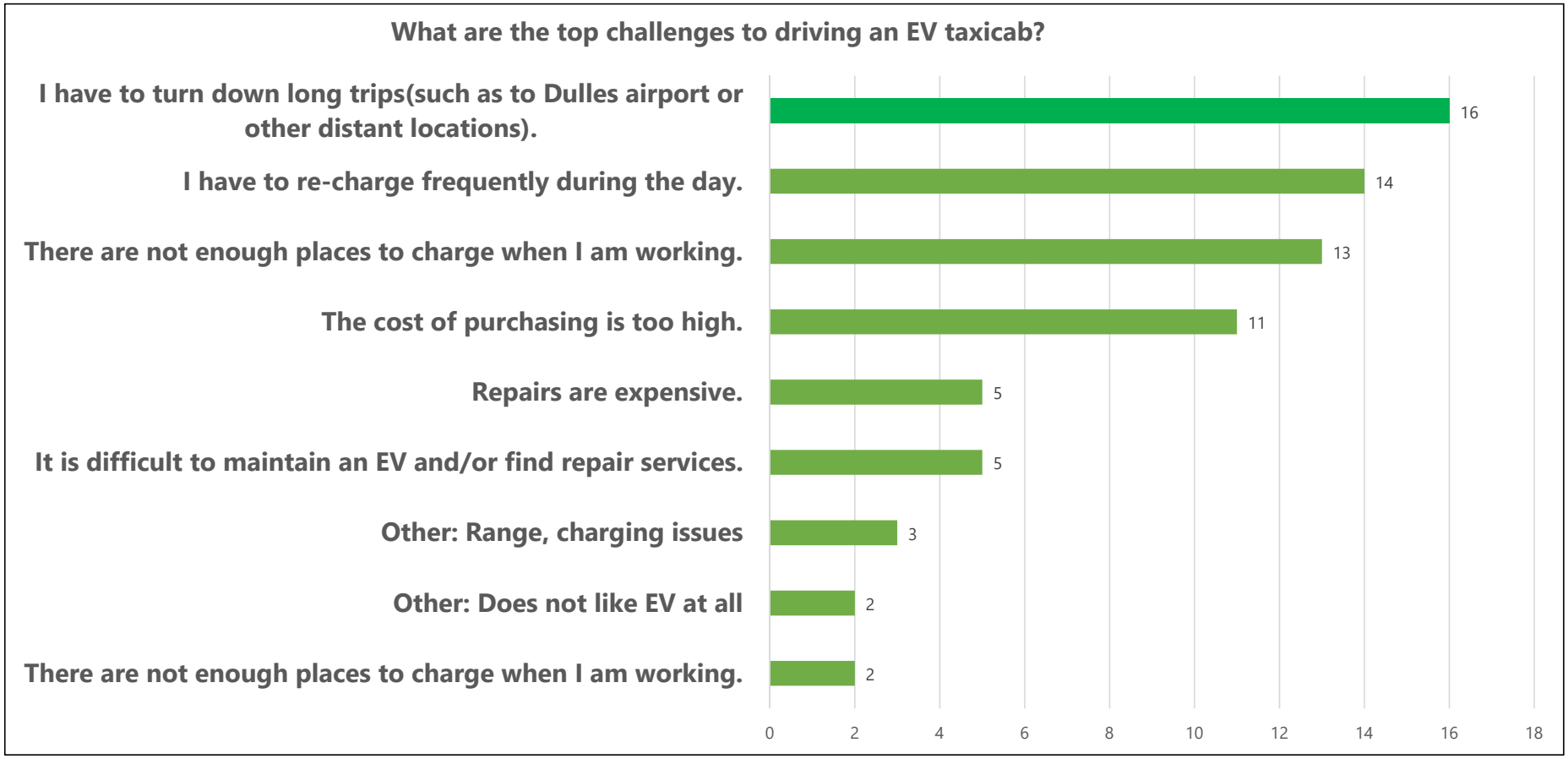
2016 – DFHV makes first round of $10,000 purchase grants for Electric Vehicles (13 Awards).

2016 – DFHV allows EVs as one of the acceptable criteria for getting a new H Tag.

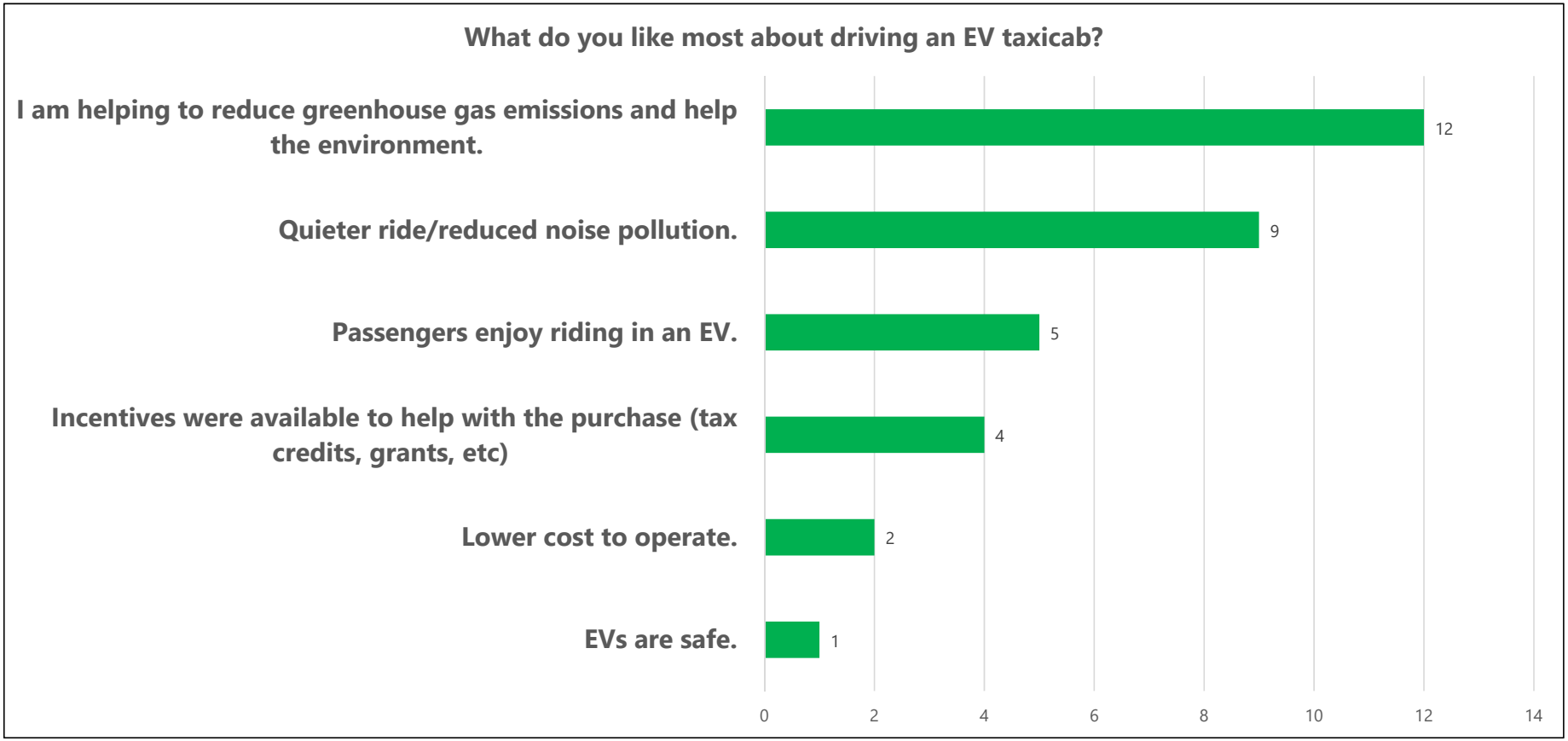
2017 – DFHV makes as second round of $5,000 purchase offset grants (45 awards).

2017 – Installation of charging station at Union Station

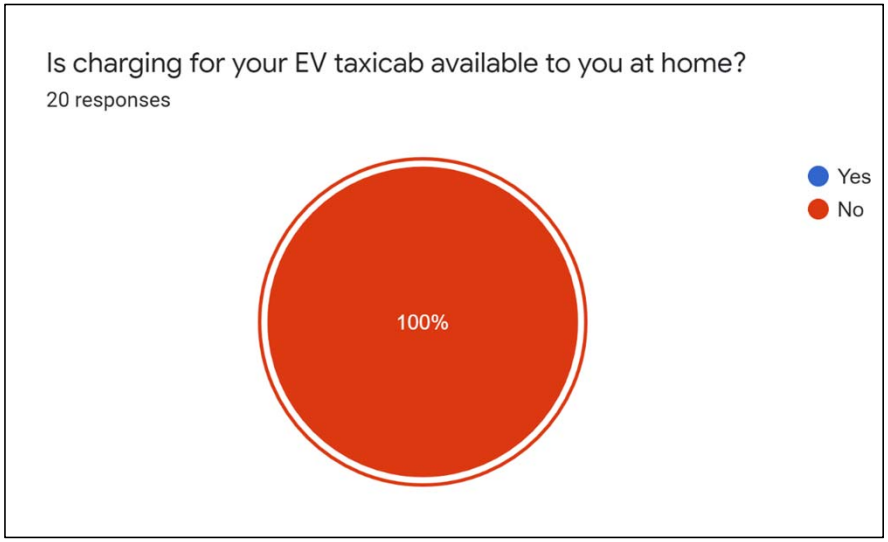
EV Taxi Driver Feedback

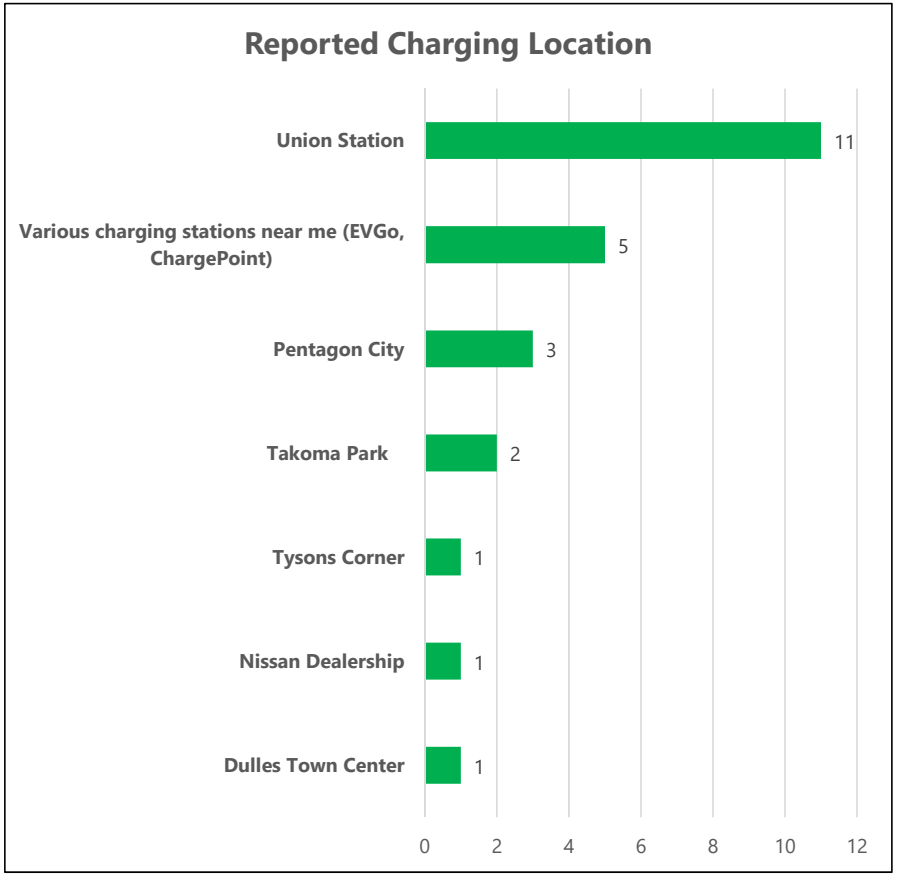


EV Taxi Driver Feedback

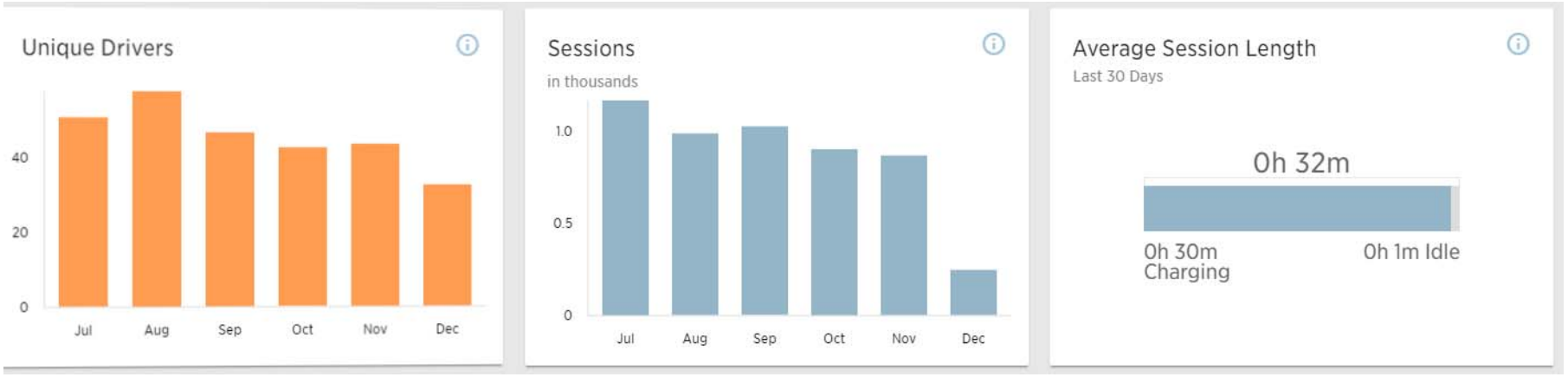


EV Taxi Driver Feedback

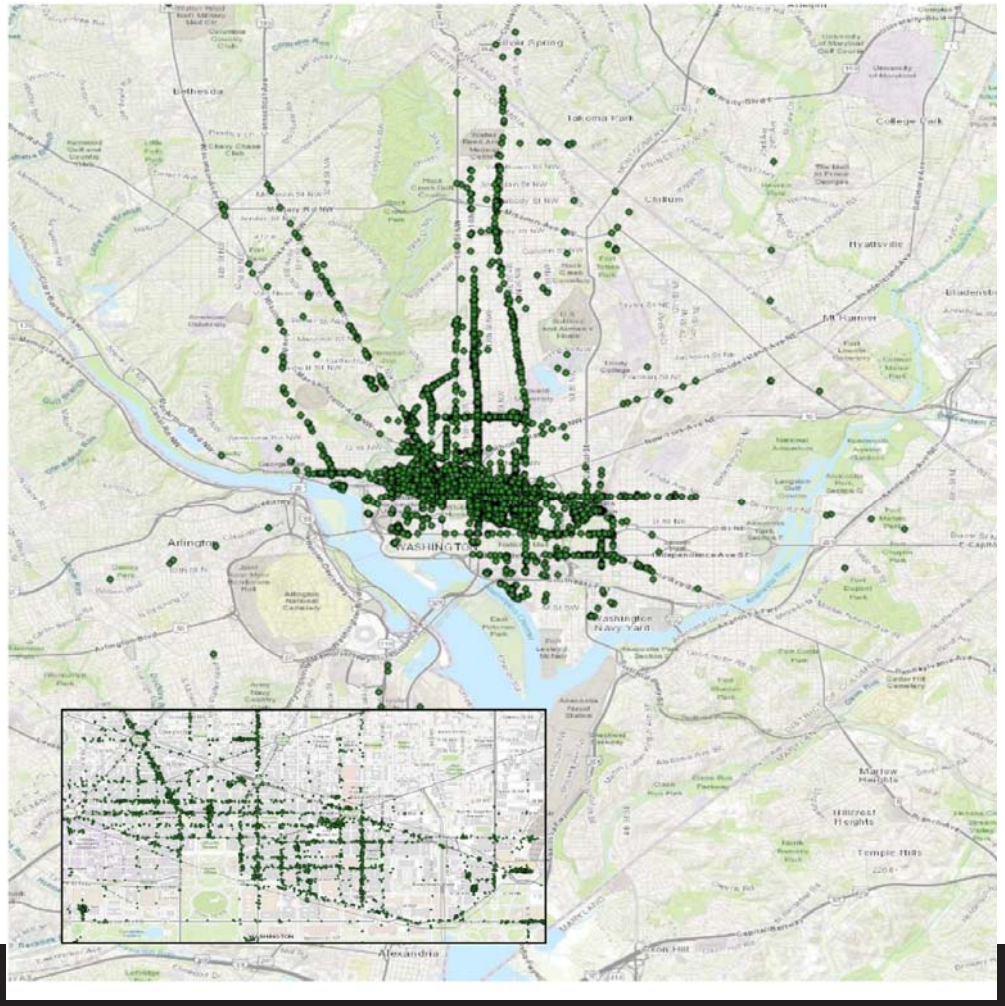




EV Taxi Driver Charging



EV Taxis Cluster Mostly in the Downtown Core



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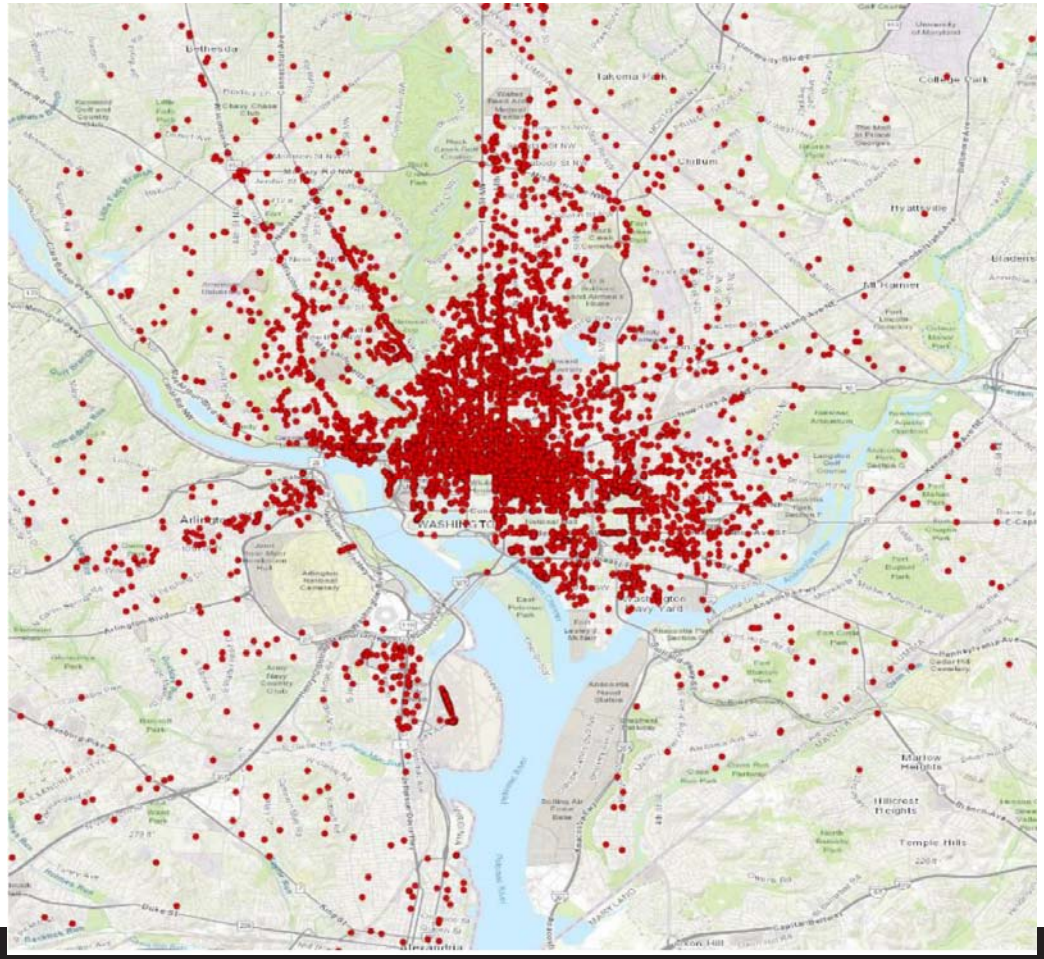
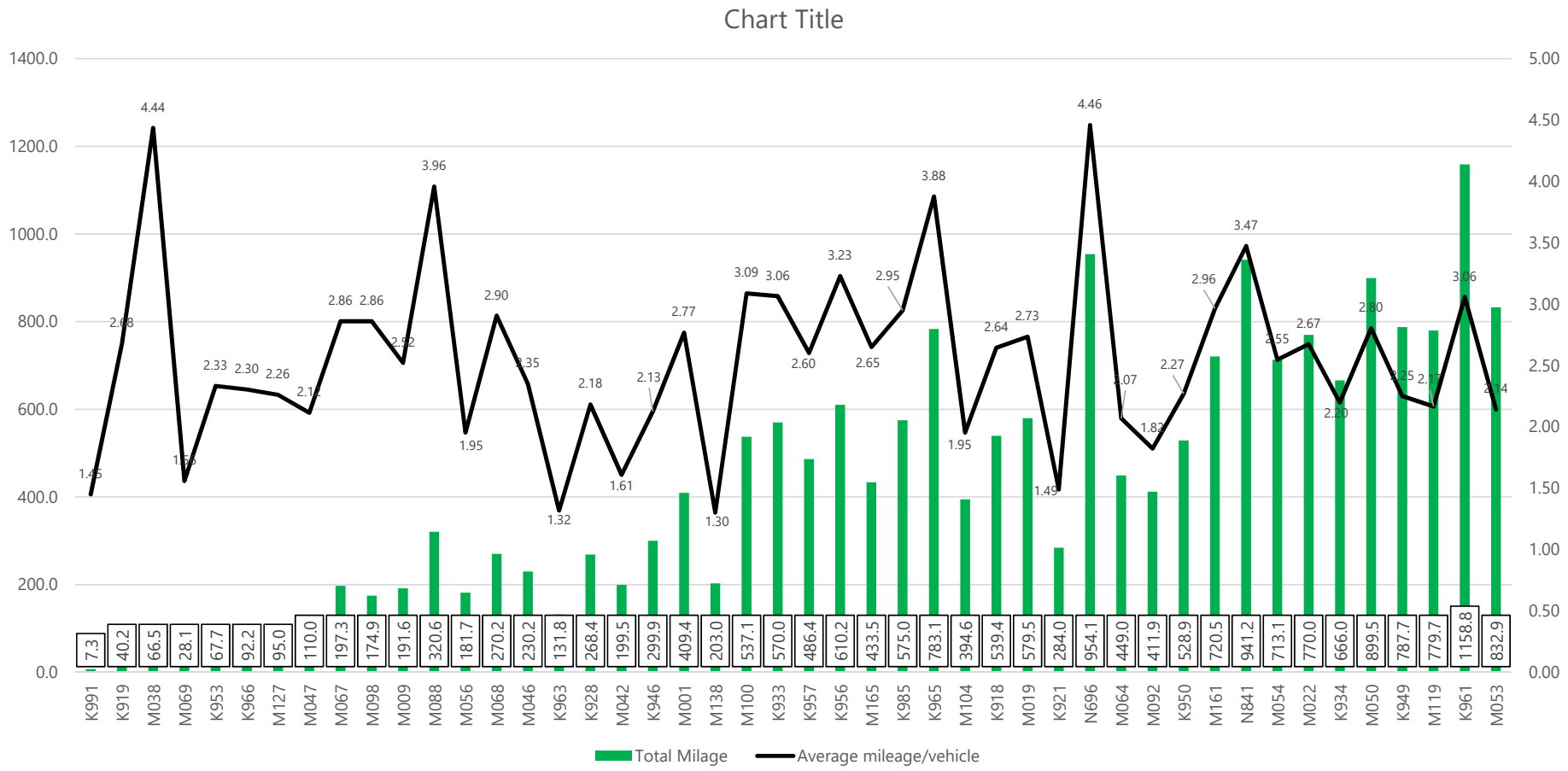


EV Taxis Take Slightly Shorter Trips Than Gas Taxis



Clean Energy Omnibus

By 2030, 50% of public buses, passenger- and light-duty vehicles associated with privately-owned fleets with a capacity of 50 or more passengers or light-duty vehicles licensed to operate by the District of Columbia, commercial motor carriers, limousine-service vehicles, and taxis certified to operate by the District of Columbia shall be low-or-zero-emission vehicles.

By 2035, 75% of public buses, passenger- and light-duty vehicles associated with privately-owned fleets with a capacity of 50 or more passengers or light-duty vehicles licensed to operate by the District of Columbia, commercial motor carriers, limousine-service vehicles, and taxis certified to operate by the District of Columbia shall be low-or-zero-emission vehicles.

By 2040, 95% of public buses, passenger- and light-duty vehicles associated with privately-owned fleets with a capacity of 50 or more passengers or light-duty vehicles licensed to operate by the District of Columbia, commercial motor carriers, limousine-service vehicles, and taxis certified to operate by the District of Columbia shall be low-or-zero-emission vehicles.

By 2045, 100% of public buses, passenger- and light-duty vehicles associated with privately-owned fleets with a capacity of 50 or more passengers or light-duty vehicles licensed to operate by the District of Columbia, commercial motor carriers, limousine-service vehicles, and taxis certified to operate by the District of Columbia shall be zero-emission vehicles.

Considerations for PEPCO Working Group

- **DFHV highly recommends installation of fast charging stations**
  - Drivers have told us they are looking opportunities to quickly charge up during the day.
  - Use cases for level two chargers?

- **Optimal locations**
  - Most EV activity is in downtown core, but it may be more difficult to find locations there.

- **Fees**
  - Locations that driver can access without paying additional parking fees.

DFHV

DFHV.dc.gov

WE ARE WASHINGTON DC
GOVERNMENT OF THE DISTRICT OF COLUMBIA
MURIEL BOWSER, MAYOR

Offering 4 – Rebates for Residential Level II EVSE

Background - Under Offering 4 in its Transportation Electrification Program Application, Pepco proposed providing up to 500 residential customers with plug-in vehicles a $500 rebate for the cost and installation of a Smart Level II charger, which offers remote management. The purpose of the offering was to help offset the upfront costs of charging equipment and incentivize plug-in vehicle adoption. Pepco would collect data obtained from the chargers to identify load impact caused by PIV use on local transformers as well as gain operational experience in communicating with smart chargers for future demand response events.

Offering 4 - Considerations

How long does it take to charge?
Level 1: 120V AC (regular outlet)
Reclaim 5 miles per hour charging
Level 2: 240V AC (J1772 / dryer plug)
Reclaim 15-60 miles per hour charging
Fast Charge: 480V DC
Reclaim 50-200 miles in 30 minutes
Actual times depends on vehicle
EVADC.com

- MEDSIS (FC 1130) Vision:
  - Sustainable, reliable, secure, affordable, interactive and non-discriminatory
- Studies show drivers of plug-in electric vehicle drivers do more than 80% of their charging at home
- Residential transformer loading is still a concern
  - Socio-economic conditions create the potential for local clustering
- Rebates provide:
  - Smart, controllable EVSE equipment for data collection and demand response evaluation
  - Valuable data on locational charging load and time of use help determine driver behaviors
- Longer range vehicles require L2 charging in order to fully charge overnight
- Utility rebates on residential smart L2 chargers will incentivize market

pepco
An Exelon Company

Offering 4 – Stakeholder Feedback

- Provide written feedback on Offer 4 for final stakeholder report by 9 am Friday, December 13.

- Suggested guidance
  - What is your organizations current position on Offering 4?
  - What modifications would your organization suggest for Offering 4?
  - If Offering 4 were approved, what is the appropriate dollar amount?
  - If Offering 4 were approved, what is the appropriate number of rebates?
  - Describe any additional alternatives your organization has to promote residential charging to support the District's clean energy goals.

Utility Residential Charging Rebate Programs

Active programs through December 2019

Utility	Service Territory	EVSE Equipment and Rebate Type	Max. Rebate Amount	Number of rebates	Link	Additional Requirements/Comment
Entergy	Arkansas, Louisiana, Mississippi and Texas	Level 2 Charger	$250	Unknown	https://entergyetech.com/	
Alameda Municipal Power	California	Level 2 Charger and installation	$800	Unknown	https://alameda.dsmtracker.com/shop/residential-rebates/level-2-electric-vehicle-charger.html	*Qualifying level 2 (240-volt) charging stations:* *Must be new, and not used, resold or rebuilt.* *Must be wall or pedestal-mounted, and not portable.* *Must be certified by Underwriters Laboratories Inc. (UL Listed); or ETL Listed* *Must not be received from warranty insurance claims.* *Eligible electrical upgrades:* *Must be permitted.* *Must be performed by an electrician with a valid C-10 license.* *May include a new 240-volt outlet, a new 240-volt circuit, and/or a new or upgraded panel*
Anaheim Public Utilities	California	Level 2 Charger, Installation and Permit Fees	$500	Unknown	http://www.anaheim.net/593/Personal-EV-Charger-Rebate	
Azusa Power & Light	California	Level 2 Charger	$150	Unknown	https://www.ci.azusa.ca.us/1625/Plug-In-Electric-Vehicles	*Rebate is applied as a credit to utility account.*
Island Energy	California	Level 2 Charger, Installation and Permit Fees	$750	Unknown	http://www.islandenergy.com/blog1/plug-in-electric-vehicle-program-info/	
Los Angeles Department of Water & Power	California	Level 2 Charger	$500	Unknown	https://www.ladwp.com/cs/groups/ladwp/documents/pdf/mdaw/njyw/~edisp/opladwpccb660683.pdf	*The qualifying Level 2 (240-volt) EV chargers must comply with SAE* *International J1772 standard (published on October 15, 2012) and must* *be: new and unused, and certified by a nationally recognized testing* *laboratory (or NRTL), as recognized by the Occupational Safety and* *Health Administration (e.g., Underwriters Laboratories) at the time of* *purchase*
Pasadena Dept of Water and Power	California	Level 2 Smart Charger and Level 2 Non-networked	$600 - Smart L2 $200 - non-	Unknown	https://ww5.cityofpasadena.net/water-and-power/residentialevrebate/	
Sacramento Municipal Utility District	California	HCS-40R Level 2 Charger	utility provides charger retail $665	Unknown	https://www.smud.org/en/Going-Green/Electric-Vehicles/Residential/Level-2-Charger-Info	
Georgia Power	Georgia	Level 2 Charger on a dedicated circuit	$250	Unknown	https://www.georgiapower.com/content/dam/georgia-power/pdfs/residential-pdfs/ev-charging-existing-residential-one-pager.pdf	*Rebates available for installations completed between January 1, 2019 and December 31, 2019.*
Alliant Energy	Iowa and Wisconsin	Level 2 Smart Charger and Level 2 Non-networked chargers	$500 - Smart L2 $250 - non-networked L2	Unknown	https://www.alliantenergy.com/InnovativeEnergySolutions/SmartEnergyProducts/ElectricVehicles/EVHomeChargersandRebates	

*Offering has been approved and scheduled to launch

Utility Residential Charging Rebate Programs

Active programs through December 2019

Utility	Service Territory	EVSE Equipment and Rebate Type	EVSE Rebate Amount	Number of rebates	Link	Additional Requirements/Comment
Naperville Electric Utility	Illinois	Level 2 or Level 3 Charger	$500	Unknown	https://www.naperville.il.us/services/electric-utility/powering-our-community-for-the-future/electric-vehicle-charging-systems/	
BGE	Maryland	Level 2 Smart Charger	$300	1000	https://www.bge.com/SmartEnergy/InnovationTechnology/Pages/EV-FAQs.aspx	*Customers agree to provide utility access to charging data*
Delmarva	Maryland	Level 2 Smart Charger	$300	250	https://www.delmarva.com/SmartEnergy/InnovationTechnology/Pages/ElectricVehicleProgramMD.aspx	*Customers agree to provide utility access to charging data*
Pepco	Maryland	Level 2 Smart Charger	$300	750	https://www.pepco.com/SmartEnergy/InnovationTechnology/Pages/FAQs.aspx	*Customers agree to provide utility access to charging data*
Potomac Edison*	Maryland	Level 2 Smart Charger	$300	1000	https://www.firstenergycorp.com/help/saving_energy/electric-vehicles/maryland-ev.html	*Customers agree to provide utility access to charging data*
Indiana Michigan Power	Michigan	Level 2 Smart Charger	$2,500	250	https://www.indianamichiganpower.com/info/ElectricCars/MichiganIncentives.aspx	*Includes charger and installation*
Connexus Energy Co-op	Minnesota	Level 2 Charger	$500	Unknown	https://www.connexusenergy.com/save-money-and-energy/programs-rebates/electric-vehicles	*Applicants must be enrolled in Time-of-Day or Off-Peak rate programs*
Dakota Electric Co-op	Minnesota	Level 1 or Level 2 Charger	$500	Unknown	https://www.dakotaelectric.com/wp-content/uploads/2017/02/EVCharger_RebateForm.pdf	*Applicants must be enrolled in off-peak vehicle charging program*
Cape Hatteras Electric Co-op	North Carolina	Level 2 Chargepoint EVSE	$100	Unknown	https://www.chec.coop/electricvehicles	
Randolph Electric	North Carolina	Level 2 Smart Charger	$500	25	https://www.randolphemc.com/content/revup	*Customers agree to provide utility access to charging data*
Austin Energy	Texas	Level 2 Smart Charger and Level 2 Non-networked chargers	50% off the purchase and installation; max $1200 networked $900 non-networked	Unknown	https://austinenergy.com/ae/green-power/plug-in-austin/home-charging	*Austin Energy may, at any time during your commitment period, replace your charging station with an Austin Energy-owned charging station located in your home and on your side of the meter.* *Austin Energy may install and operate Austin Energy owned data monitoring or charge management devices in your home and on your side of the meter.* *You agree to participate in Austin Energy surveys, interview, and/or future charge management programs. Austin Energy may use the participant's charging station communication signals to perform charge and load control functions, including cycling charging*
Burlington Electric	Vermont	Level 2 Smart Charger from Chargepoint or Packetized Energy	$400	Unknown	https://www.burlingtonelectric.com/sites/default/files/inline-files/EVSE-EVRate-form_0.pdf	*Requires enrollment in residential EV rate*

*Offering has been approved and scheduled to launch

CERTIFICATE OF SERVICE

I hereby certify that a copy of Potomac Electric Power Company's Minutes for the December 9, 2019, Transportation Electrification Working Group Meeting, attendance sheet and power point presentation of issues were served this December 20, 2019 on all parties in Formal Case No. 1130 and 1155 by electronic mail.

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